GOVERNMENT OF MADRAS.

Scott. II-16—55,006—2-9-54.

P.W (1954.) Department.

~~Endorsement~~
~~D.O.~~
~~Memorandum~~
~~Lodged~~

Letter No. 52629A/54-3

Dated 3—8— 1954

Passed
Kas
Supdt

FURTHER PAPERS.

Department	Number.	Series.	Date.

A. S. MOGRAL, B.A., M.L.A.

P. O. MOGRAL
(VIA) KUMBLA
SOUTH KANARA

GOVT. OF MADRAS

52629

Dated 23rd June 19

To

The Minister for Public Works
Government of Madras, Madras.

DEPUTY ASST. SECRETARY TO
3-JUL 1954
PUBLIC WORKS DEPARTMENT

Dear Sir,

Mogral river intercepts the Kasaragod Mangalore coast road in between Kasaragod and Kumbla. A bridge across this river has been a long-felt need and this was recognised by the Economic Advisor to the Government of Madras who had occasion to visit this area some years ago. The Kumbla Firka Development committee in one of its important meetings passed an unanimous resolution to bridge this river as it affords an important link between Kasaragod and Kumbla. The Government was pleased to inform the Committee that this work will be included i the First Five Year Plan. Unfortunately to the utter disappointment of the public this important scheme happened to be left outin thefirst Five Year Plan.

Mogral Puttur villageis an important vegetable producing centre our Taluk and the only market to absorb this huge produce is at Mangalore. The Mogral

river proves great handicap for transporting the agricultural and horticultural produce of this area to Mangalore for speedy sales so very often due to the bottle neck in transport and the agriculturists are constrained to part with their valuable commodities for low prices in the neighbouring villages as their produce is perishable one.

Similarly Mogral village which adjoins the same river is a flourishing fishing centre and considerable catches of big fish are daily hauled to the shore. The only markets for such heavy catches are Kasaragod and Mangalore. A bridge across the Mogral river will go a long way to facilitate the speedy tranport of large consignments of fish which would otherwise de-compose after some hours. There is close affinity between the towns of Kasaragod and Kumbla from the point of view of trade and other economic ties. Hence the people of Kumbla and Kasaragod have to go about frequently from one place to another in the ordinary course of their business. The Mogral river is a formidable obstruction to the free movement of people and commodities.

M. S. MOGRAL, B.A., M.L.A.

P. O. MOGRAL
(VIA) KUMBLA
SOUTH KANARA

4/ The residents of Kumbla firka have to go to Kasaragod for medical relief. During the rainy season the Mogral river is mostly in spate and is not safely fordable This causes considerable hardship to the people who have in most cases to go without medical aid. A bridge across the Mogral river would really afford them direct access to and from Kasaragod throughout the year. ✓

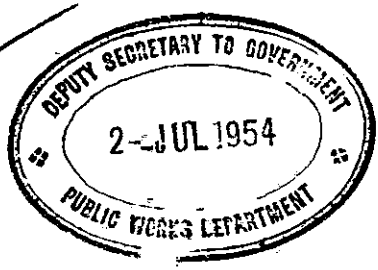
5/ The bridging of the Mogral river will be a progressive step in the right direction as the Malabar South Kanara coastal road has been by now provided with bridges at Nileshwar and Thekkil. ✓

6/ Kasaragod taluk ranks second among the other taluks of South Kanara District in respect of population area and the revenue of the Government, but unfortunately as far as I could see the amount spent for this taluk for construction of bridges and roads is meagre. Therefore I request the Government to include Mogral bridge in the second five year plan.

Thanking you
Yours faithfully,

22/6/62

4



Secy. PWD

Please examine and put up. The communi cation may be acknowledged.

Minister (W) 3/7/6

5 P.W(A2)

Letter No. 5262gA/54 - I Dated 5-7-54

Rd. 8/7/54

To

Sri M.S. Mogral, B.A., M.L.A.,
Mogral P.O. via Kumbla
South Kanara

Sir,

Sub:- Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan

para 6 p3 of F

-:-

I am directed to acknowledge receipt

vide Minutes of M(W) on p 4 of F

of your letter dated 22-6-54 ff 1-3 Cy
addressed to M(W).

A
3.7.54

M
5.7.54

Y. F.

Kuw
3.7.54

Note

The draft above is submitted with reference to the minutes of M(W) on p 4 cf. After issue the case will be examined and submitted.

A
2/7/54

M
5.7.54

Kuw
2-7-54

2/26-7

PW(A2)

7

Memo. No. 52629 A/54-2 Dated 28th

Sub:- Communications —
Bridges - South Kanara Dt. -
Construction of bridge
across Mogral river -
Inclusion of work in
Second Five Year Plan

Ref. - From Sri M.S. Mogral,
M.L.A., letter dt 22.6.54

—:—

A copy of the
letter cited is forwarded
to the CE(H). He is
requested to examine

TPT

App-3 pl

A app 2-3 pf

the feasibility of including the work of constructing a bridge across the Mogrol river while drawing up the Second Five Year Plan.

A mpp 2-3 ng

26.7.54

23/7/54

Kow 23.7.54.

To Dy Sec 30/7/54.
Tele(H) with copy of pp 1-3 cf.

9/ P.W(A2)

Letter No. 52629 A/54-3 Dated 3/8/54

To

Sri M.S. Mogral, B.A., M.L.A.

P.O. Mogral via Kumbla

South Kanara.

Sir,

Sub: Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan.

In continuation of this Dept letter No. 52629-A/54-1 dated 5-7-54 I am

10

directed to state that the CE(H) has been asked to examine the feasibility of including the bridge work in the Second Five Year Plan, while the drawing up of that Plan

Y.S

21.7.54

2.8.54

KW

31.7.54

pp 7-8 ante

and necessary action will be taken in due course.

2

M. S. MOGRAL, B.A., M.L.A.

P. O. MOGRAL
(VIA) KUMBLA
SOUTH KANARA

Secy.-P.W.D
M(W) 9th Jany.1955

To

The Hon'ble Minister for Public Works,
Government of Madras, Madras.

SECT. TO GOVERNMENT
19 JAN 1955
PUBLIC WORKS DEPARTMENT

MINISTER FOR PUBLIC WORKS
17 JAN 1955
GOVT OF MADRAS

SECRETARY TO GOVT.
PUBLIC WORKS

Dear Sir,

May I invite your kind attention to my representation made on 22nd June 1954 regarding the construction of a bridge across the Mogral River in Kasargod Taluk. Mogral River intercepts the Kasargod-Mangalore coast road in between Kasargod and Kumbla. The bridge across the river has been a long-felt need and this was recognized by the Economic Adviser to the Govt. of Madras who had occasion to visit this area. The Kumbla Firka Development Committee in one of its important meetings passed an unanimous resolution to bridge this river as it affords an important link between Kasargod and Kumbla. The Government was pleased to inform the Committee that this work would be included in the first Five-Year Plan. Unfortunately to the utter

disappointment of the public, this important scheme happened to be left out in the first Five-Year Plan.

Mogral Puttur Village is an important vegetable-growing centre in Kasargod Taluk, and the only market to absorb this huge produce is at Mangalore. The Mogral River proves a great handicap for transporting agricultural and horticultural produces of this area to Mangalore and other places for speedy sales. Very often due to the bottle-neck in the transport, ~~and the result is~~ the agriculturists are compelled to part with their commodities for low prices in the neighbouring villages as these produces are perishable ones.

Similarly Mogral Village adjoins same river and is a fishing centre and considerable catches of fish are daily hauled to the shore. The only market for such heavy catches are Mangalore and Kasargod. A bridge across the river will go a long way to facilitate the speedy transport of large consignment of fish, which would otherwise decompose after few hours. There is a close affinity between the towns of Kasargod and Kumbla from the point of view of trade and other

LEGISLATIVE ASSEMBLY
MADRAS

13

economic ties. Hence the people of Kumbla and ~~Kasar~~ Kasargod who are to go about frequently from one place to other in the ordinary course of their business are put to great difficulties owing to the lack of a bridge for this river. The Mogral River is a formidable obstruction for the free movement of the people and commodities.

4 The residents of Kumbla Firka have to go to Kasargod for litigations and medical relief. During the rainy seasom, the Mogral river is mostly in spate and is not safely fordable. This causes considerable hardship to the ailing Public, who are obliged to go without medical aid. A bridge across the Mogral River would really afford the Public access to and from Kasargod throughout the year. The bridge is not likely to cost much if only a submergible type of bridge is built on the pattern of the bridge at Madurai over the Vaigai River using R.C.pipes. There is bound to be havy traffic and the road fees (toll cess) collected is sure to bring in a decent return to the Government.

14 -4-

5/ The bridging of Mogral River will be a progressive step in the right direction as the Malabar Southkanara coastal road has been now provided with bridges at Nileshwar and Thekkil. Kasargod Taluk ranks second among other Taluks of South Kanara District in respect of population, area and the Revenue of the Government, but unfortunately as far as I could see, the amount spent for this Taluk for the construction$ of bridge and roads is too meagre.

6/ Under these circumstances I request, the Government to include Mogral Bridge in the Second Five-Year Plan and give it top priority.

7/ Thanking you,

Yours faithfully,

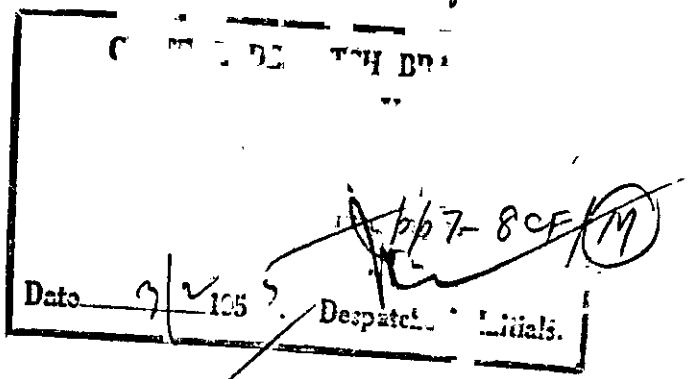
9/1/50

I am told that
Sir J. Indian Home
Sanctioned Rs 5 lakhs
Rs 3 lakhs to buy
in N. Kanara but Rail-
way is held up
If the line is -
Are we drawing
to Kanara any grain
for normal purposes
in Dharwar

2 Drafts

24
31-1

pp 1-4 cf



pp 7-8 cf

The C.E. (H)
with copy of pp. 1-4 c.f.

Draft 1 17

P.W.D. (A2)

Memo. No. 4411 A/55-1 Dated 29-1-55

Sub:- COMMUNICATIONS - Bridges - S.Kanara Dt - Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan - Request.

Ref:- From Sri M.S. Mogral letter dated 9-1-1955.

-:-

A copy of the letter cited is communicated to C.E. (H) in continuation of Memo. No. 52629 A/54-2, P.W., dated 26-7-1954 for necessary action.

28/1/55

Kaw 28.1.55

29.1.55

29.1.55

29.1.55

Draft

Draft I 19-8

P.W.D.(A2)

Letter No. 4411 A/55-2 Dated 29-1-55

CENTRAL DESPATCH BRANCH
Despatched by
Date Initials.

To

Sri M.S. Mogral, B.A., M.L.A.,
P.O. Mogral, Via Kumbla,
SOUTH KANARA.

Sir,

Sub:- Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan

Ref:- Your Lr. dated 9-1-55 addressed to M. (W).

-:-

I am directed to invite reference to this Dept. Lr. No. 52629 A/54-3, dated 3-8-54 and to state that a copy of your letter dated 9-1-55 has been communicated to the C.E. (H) for taking

P.T.O.

pp1-4cf

pp9-10cf/M

pp1-4cf

necessary action in the matter.

Y.F.

Copy to the C.E. (H).

CENTRAL DESPATCH BRANCH

Date 6/2/55 Initials.

To

The Honourable Sri. C. Subramaniam,
B.A.B.L., M.L.A.

Minister for Finance.

Govt. of Madras.

Camp: Kumbla, South-Kanara.

P.W.D

ASST. SECRETARY TO GOVERNMENT
16 FEB 1955
PUBLIC WORKS DEPARTMENT

MINISTER FOR FINANCE
17 FEB 1955
GOVT. OF MADRAS

13262

Humble memorial submitted on behalf of the public of the Mogral, Mogral Puttur, Koipady, Ichelanpady, Arikkady, Kannore, Bombarana and Kudlu villages of Kasaragod taluk.

Respected Sir,

Mogral river intercepts the Kasaragod Mangalore coast road in between Kasaragod and Kumbla. A bridge across this river has been a long-felt need and this was recognised by the Economic Advisor to the Government of Madras who had occasion to visit this area some years ago. The Kumbla Firka Development Committee in one of its important meetings passed an unanimous resolution to bridge this river as it affords an important link between Kasaragod and Kumbla. The Government was pleased to inform the Committee that this work will be included in the First Five Year Plan. Unfortunately to the utter disappointment of the public this important Scheme happened to be left out in the First Five Year Plan.

Mogral Puttur village is an important vegetable producing centre in our taluk and the only market to absorb this huge produce is at Mangalore. The Mogral river proves great handicap for transporting the agricultural and horticultural produce of this area to Mangalore for speedy sales. Very often due to the bottle neck in transport the agriculturists are constrined to part with their valuable commodities for low prices in the neighbouring villages, as such produce is perishable.

Similarly Mogral village which adjoins the same river is a flourishing fishing centre and considerable

catches of big fish are daily hauled to the shore & the only markets for such heavy catches are Kasaragod and Mangalore. A bridge across the Mogral river will go a long way to facilitate tha speedy transport of large consignments of fish, which would otherwise de-compose after some hours. There is close affinity between the towns of Kasaragod and Kumbla from the point of view of trade and other economic ties. Hence the people of Kumbla and Kasaragod have to go about frequently from one place to another in the ordinary course of their business. The Mogral river is a formidable obstruction to the free movement of people and commodities.

The residents of Kumbla firka have to go to Kasaragod for medical relief. During the rainy season the Mogral river is mostly in spate and is not safely fordable. This causes considerable hardship to the people who have, in most cases ~~to~~ go without medical aid. A bridge across the Mogral river would really afford them direct access to and from Kasaragod throughout the year.

The bridging of the Mogral river will be a progressive step in the right direction as the Malabar South-Kanara coastal road has been now provided with bridges at Nileshwar and Thekkil.

Kasaragod taluk ranks second among the other taluks of South-Kanara District in respect of population, area, and the revenue of the Government, but unfortunately as far as we could see the amount spent for this taluk for construction of bridges and roads is meagre. ~~Therefore we request the Govt.~~ The constuction of this bridge may not cost the Govt. more than a couple of lakhs of rupees. If a submersible type of bridge on the pattern of the bridge at Madurai over the Vaigai river using R.C. pipes, could be constructed, then the cost could be considerably reduced.

Under these circumstances we request you sir, make the necessary provision in the 1955-56 budget for the construction of the above said bridge. There is bound to be heavy traffic in this route and as such the road fees colle

25

is sure to bring in a decent retur n to the Government.

Thanking you.

Yours Faithfully.

M.S. Mogul
MLA

3/2/55

26

P.W(A2)

Memo No. 13262A/55-1 Dated 8-3-55

Sub:- Com 2/S - Bridges - South Kanara district - Construction of Bridge over Mogral river - Request

Ref:- Memorial dated 3-2-55 submitted to M(F&E) by the people of Mogral 5 pp

—:—

A copy of the reference is forwarded to the CE(H) in continuation of Memo No. 4411 A/55-1, P.W., dated 29-1-55 for necessary action.

M 8.3.55

7-3-55

7.3.55

CE(H) in duplicate copy of 5 pp

Note

After issue, the papers may be filed with Lr. No. 52629 A/54-3 dated 3-8-54 at (A3)

7-3-55

M 8.3.55

C.No.52629A/54

P. W. D.(A.2).

Sub: Communications - Bridges - South Kanara district- Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan - Request.

Ref: From Sri M.S. Mogral, M.L.A., letter dated 22-6-54.

"Secy. P.W.D.

Please examine and put up. The communication may be acknowledged.

Shanmugha Rajeswaran,
30-6-54".

(Issued as letter No.52629 A/54-1, dated 5-7-54).

The file deals with the request for inclusion of the work of constructing a bridge across the Mogral river in Kasaragod taluk, South Kanara District in the second Five Year Plan commencing from 1956-57. Sri M.S. Mogral has stated that Mogral river intercepts the Kasaragod-Mangalore Coast road in between Kasaragod and Kumbla, that a bridge across this river has been a long-felt need and that this fact was recognised by the late Economic Adviser to this Govt. who visited the place some years back. He has pointed out that a bridge across this river is quite necessary in the interests of trade and commerce of the area and for affording medical relief to the residents of Kumbla. He has also pointed out that Kasaragod is one of the important taluks of the district but that the amount spent for this taluk for construction of bridges and roads is meagre. He has, therefore, requested that the work of constructing a bridge across the Mogral river may be included in the Second Five Year Plan.

2. With reference to a Legislative Assembly Question given notice of by the same Member in September 1952 whether this bridge was included in the First Five Year Plan, the C.E.(H) reported that the bridge would be at mile 24/3 of the Mangalore-Kasaragod road, which is a

Major District road under the control of the Govt. and that the work was not specifically included in the Five Year Plan, though it came within the scope of the Post War Plan. He also pointed out that in the comprehensive programme of Post War Road Development this bridge work had been shown under works to be considered in the last quinquennium at a cost of Rs 2 lakhs at pre-war rates plus 80% and that it was not possible to accommodate it in the first Five Year Plan. The Member was, therefore, informed in December 1953 in reply to his question that the bridge work was not included in the five year plan and that the question of taking up the bridge work did not arise.

p 9 cf (M)

Vide printed proceedings extracted at p7 nb (M)

3. The main need of the Dist. is the bridging of several rivers which interrupt through communications. The Govt. have already sanctioned under the Five year road plan a good number of bridges in the district. Some of these works have been completed and the remaining works are in various stages of progress. Under the plan for development of communications facilities in areas not connected by Railways, for development of communications between States, etc., the Govt. of India have recently sanctioned a grant of Rs 138 lakhs and out of this a sum of about Rupees 138 lakhs is proposed to be utilised for construction of three bridges across Udayavar, Mulki and Pavanji rivers on coastal road between Mangalore and Malpe. It will thus be seen that the Govt. are taking necessary steps to provide all weather road communications between important places in the district. As the C.E.(II) has assigned only a low priority for the bridge work under referance in the comprehensive road development plan in the State it may be assumed that the bridge work is not urgent. But in view of the fact that the M.L.A. has now stressed the need for provision of a bridge across Mogral river during the Second Five Year Road plan period it is for consideration

Vide Note at pp9-11 nb (M)

Vide Note at (W)

Vide items 17, 18, 19 on p 4 (W)

p 9 cf (M)

pp1-3 cf

A

C No 5262 9A/54

1666/147

A

whether the C.E. may be asked to examine the feasibility of including this bridge work while drawing up the Second Five Year Plan.

4 The file may be circulated to M (W) for orders.

A 16.7.54

Kuw 16-7-54

A above may be done.

A.J. Chaudhuri 17.7.54
A.S., P.W.D.

M.S. Ram 19/7/54

M(W) 21/7

With reference to 'A' above a draft memo to the CE(H) is submitted.

M 26.7.54

N 23/7/54

23/7/54

Kuw 23-7-54

(Issued as Memo No 5262 9A/54-2 dated 26-7-54)

Sri M.S. Mogul may also be informed in continuation of this Dept letter at pp 5-6 of that the CE(H) has been asked to examine the feasibility of including the bridge work in the 2nd five year plan. Draft submitted below is for approval not necessary now

M 2.8.54

Kuw 31-7-54

(Issued as Letter No. 5262 9A/54-3 dt 3-8-54)

SECRETARY TO GOVT. 23 JUL 1954 PUBLIC WORKS DEPARTMENT

DEPUTY SECRETARY TO GOVERNMENT 23 JUL 1954 PUBLIC WORKS DEPARTMENT

JOINT SECRETARY TO GOVERNMENT 3-AUG 1954 PUBLIC WORKS DEPARTMENT

..No. 4411A/55

P.W.D. (A2)

COMMUNICATIONS - Bridges - South Kanara Dt - Construction of bridge over Mogral river - Inclusio of work in Second Five Year Plan - Request.

pp1-4cf

Ref:- From Sri M.S. Mogral, M.L.A., letter dated 9-1-1955.

p5cf

I am told that Govt. of India have sanctioned grants for Rs 37 lakhs for bridges in S. Kanara but that work is held up?

Is this true?

Are we denying to S.Kanara any grants for normal purposes.

R.M. Sundaram.

-:-

pp1-3cf

---al, M.L.A. has again stressed the need for a bridge across the Mogral river in Kasargod taluk, South Kanara Dt. He has pointed out that the bridge is not likely to cost much if only a submersible type of bridge is built on the pattern of the bridge across the Vaigai river at Madurai using R.C. pipes and that the expenditure incurred on the bridge work can be recouped easily by levy of tolls. He has requested that the bridge work may be included in the Second Five Year Plan and that it may be given top priority.

I on p3cf

on p4cf

2. For reasons given in his letter dated 22-6-1954 the Member requested that the bridge work might be included in the Second Five Year Plan. The request of the Member was remitted to the C.E. (H) and he was asked to examine the feasibility of including the bridge work in the Second Five Year Plan. The Member was also apprised of this fact - please see the notes on pages 1-3 n.f. of Letter No. 52629 A/54-3, dated 3-8-1954 at (M). A copy of the present representation on pp. 1-4 c.f. may also ~~put up~~ be communicated to the C.E. (H) for necessary action. The attention of the Member may be invited to Lr. No. 52629 A/54-3, dated 3-8-1954 at pages 9-10 c.f. of (M) and he may be informed that his

pp1-3cf (M)
[Lr. No. 52629 A/54-3 3-8-54]
pp7-8cf (M)

*pp9-10cf (M)

request has been remitted to the C.E. (H) for necessary action. Two drafts are submitted.

3. With reference to the observations of Secretary extracted at p. 1 above the following note is submitted:-

Alleged delay in the extention of bridge work:-

Under the scheme for the development of inter-State roads and roads in backward areas of this State the Govt. of India approved a list of works estimated to cost Rs 138.04 lakhs and agreed to give a maximum grant of Rs 138 lakhs for execution of these works. These works are to be commenced only after obtaining the technical approval and financial sanction of the Govt. of India to the detailed estimates for works. They are to be completed by 1957-58. The follwoing three bridge works are the estimated to cost Rs 38.30 lakhs in South Kanara Dt. are referred to ---

(1) Construction of bridge at M.13/2 of Mangalore Udipi road over Pavaniji river.	Rs 11.00 lakhs
(2) Construction of bridge at M.18/4 of Mangalore Udipi road over Mulki river	Rs 11.70 lakhs
(3) Construction of bridge M. 33/5 of Mangalore Udipi road over Udayavar river.	Rs 15.60 lakhs
	Rs 38.30 lakhs

The Govt. of India have recently accorded technical approval and financial sanction to three estimates amounting to Rs 5,190/- for surveying and preparing detailed estimates for the three bridge works. The works will be taken up for execution after approval of the Govt. of India to the detailed estimates is obtained.

Vide GoNo 4233, PW, 1-12-54 (R)

(b) Denial of grants for normal purposes.

In preparing the five year plan of Post War Road Development due to weightage has been given to South Kanara district with reference to its area, population, backwardness in communications, etc. The main need of the district, ~~the~~ is bridging of the various rivers, ~~which intercept through communications~~. Having due regard to this fact the Govt. have already sanctioned a good number of bridges both under P.W.R.D. and C.R.F. programmes - Vide list at pages 5-8 of (Q).

Besides this, this Govt. have also a programme for the development of West Coast Road in this State, (which lies both in Malabar and S. Kanara district.) The Govt. of India have agreed to meet 50% of the cost of works and they have stated that these works should be executed within the current five year plan period as it will be difficult for them to arrange for adequate provision of funds for these works during the 2nd five year plan. This Govt. have, therefore, decided to give top priority to these works. ~~and~~ They have also decided to meet our ~~their~~ share of the cost of the works from the State allocations of the Central Road Fund.

The programme for development of West Coast Road envisages the construction of bridges and improvement of the West Coast Road in the South Kanara Dt. at an estimated cost of Rs 70 lakhs.

It may also be mentioned that it is proposed to take up reconstruction of 4 bridge works on the Dt. at an estimate cost of Rs 1.33 lakhs under the Part II Scheme proposals for 1955-56.

It will be thus be seen that the Govt. are not denying grants to South Kanara Dt. for normal purposes. When the works which are now sanctioned

p 35 4/

under the various schemes are completed the Dt. will have a good number of all weather roads.

29.1.55 S

29.1.55

28/1/55

Kurn 28.1.55.

(Issued as Memo No. 4411A/55-1 dt 29-1-55) p17 of

(Issued as Letter No. 4411A/55-2 dt 29-1-55) pp 19-20.